

## **Chapter 11 LOGISTICS FLIGHTS**

### **A. VIP TRANSPORT**

1. Members of the flight crew fly authorized logistic mission under orders. As with our active duty counterparts the crew is not expected to accompany the VIP but rather act as a flight crewmember. Obviously, if the VIP invites the crew to accompany the party the crew may do so. This does not infer that the crew should be wearing any uniform other than the NOMEX flightsuit.
2. Always arrive at the pickup point for the VIP passenger before the pickup time. Preflight the aircraft and have it ready for departure when the VIP arrives. Be standing at the aircraft when the VIP arrives and return a salute if one is rendered. When practicable, the ranking officer should be the last to enter the aircraft and the first to disembark.
3. Arrival at the destination should be as close to the scheduled arrival time as possible, but not earlier, without notifying the reception personnel well in advance. In most situations, the reception personnel will have radio communication capabilities. Keep them informed of your progress. Know before departure exactly which facility or FBO at the destination airfield will be the disembarkation point. Study the airfield diagram so you can taxi smoothly after landing. When feasible stop the aircraft with the door, which the VIP will exit from, toward the reception personnel. Do not disembark personnel with the engine(s) running.
4. Always make maneuvers as smooth as possible. Make standard rate turns. Avoid steep banking turns and abrupt transitions to descent. What may be normal for an aviator may terrify your passenger. Make your descents and approaches gradual.
5. A work sheet with the information listed in Figure 11.1 should be prepared and distributed to all parties involved in the VIP transport mission so that all concerned know exactly where and when the aircraft will depart and arrive for each leg of the flight.
6. Be conscious of the weight and balance requirements for your aircraft. Find out before the flight just what the passenger plans to bring with them in the form of baggage. Do not hesitate to inform the passenger if the baggage is more than what is allowable for your aircraft in either weight or volume or both.

### **B. TRANSITING MILITARY AIRFIELDS**

1. A prerequisite for a no-hassle arrival at a military field is proper notification and coordination. Use the IFR supplement to determine which fields require a Prior Permission Required (PPR) number. It is preferable that your call out authority contact the base operations at your destination and coordinate your visit even when

a PPR number is not required. Even with a PPR number, you will be required to file a flight plan into a military field. In the remarks section, request that flight service notify the destination airfield of your arrival.

2. You will be required to file a flight plan with their base operations before departing. Be familiar with the DD-175 Military Flight Plan (Fig. 13.2 ) which is what you will be expected to file. Before filing the flight plan you will need a signed DD 175-1, Flight Weather Brief (Fig. 13.3 ), from the forecaster at the field. This is also an opportune time to obtain current charts or books that you may need.
3. Check with base operations prior to departing for your aircraft for any starting procedures you are expected to follow. Many military airfields will require you to contact the tower before starting your engine. You may also be required to have transient services stand by with a fire extinguisher at engine start.
4. If you are to transport an active duty O-6 (Captain/Colonel) or higher, you must advise your destination of this fact. An unannounced arrival with an O-6 or higher is a breach of etiquette. Have your call out authority contact base operations at the destination via landline approximately one hour before your arrival to remind them that you have a VIP onboard. On initial contact with the destination tower, advise that you have a VIP passenger. The code numbers to use are listed in paragraph C of this chapter.

Example: "Navy Pensacola tower, this is Coast Guard Seven Three Four Uniform with one code 7 aboard inbound for landing."

5. Most military fields no longer have aviation gasoline (AVGAS) available. Even when they do, we do not normally carry the government credit cards required. Your flight will go smoother if you plan to refuel elsewhere. However some military airfields have aero clubs and you may be able to obtain fuel from these clubs. Most aero clubs normally accept cash or credit cards.
6. Most military towers guard 126.2 MHz in addition to their UHF and/or VHF working frequencies. Use the IFR supplement to confirm tower and ground frequencies. Normal JEPPESEN approach plates do not include the military fields. If you expect to arrive on an IFR flight plan, you should have your call out authority obtain the necessary DOD approach plates.
7. On landing you will be expected to taxi to the base operations for disembarking your passengers then to a transient parking area if you expect to remain for an extended period. Again pre-planning will make the evolution occur smoothly. You can expect to be directed by a "follow me" truck and be positioned by a taxi director. Always chock your aircraft before leaving it.

8. Unlike civilian fields, you may not wear ball caps or other hats on the flight line.  
The only exception to this is a flight helmet.

**C. RANK/HONOR CODES:**

1. Designator letter - Service category

A	Air Force
C	Coast Guard
M	Marine Corps
R	Army
V	Navy

2. Code numbers for VIP's:

1. President of the United States (not normally flown by Auxiliary)
2. Vice President of the United States (not normally flown by Auxiliary)  
Admirals of the fleet, (5 stars)  
Generals of the Army (5 stars)
3. Commandant of the Coast Guard,  
Generals (4 stars)  
Admirals (4 stars)
4. Vice Commandant of the Coast Guard,  
Coast Guard Area Commanders  
Vice Admirals, (3 stars)  
Lieutenant Generals (3 stars)
5. Rear Admirals (2 stars)  
Major Generals (2 stars)
6. Rear Admirals (lower half) (1 star)  
Brigadier Generals (1 star)
7. Coast Guard and Navy Captains, Army, Air Force and Marines Colonels

3. Honor Code Letters

H- Accord honors as appropriate  
N- Accord no honors; request informal visit with the commander  
O- Request nothing

Example: C5H means VIP, Coast Guard Rear Admiral, accord honors

Example: C7O means VIP, Coast Guard Captain, request nothing

Fig. 11.1 VIP Work Sheet

<b>Date of mission:</b>	<b>Date prepared:</b>
<b>N number of aircraft assigned:</b>	<b>Pilot:</b>
<b>VIP passenger name and rank:</b>	<b>Total number of passengers and crew:</b>
<b>Departure airport/FBO:</b>	<b>Destination airport/FBO:</b>
<b>Coast Guard frequency and call sign or phone number at destination:</b>	<b>Auxiliary Contact at destination and phone number:</b>
<b>Estimated time of departure:</b>	<b>Estimated time of arrival:</b>
<b>Estimated time enroute:</b>	<b>Distance to destination:</b>
<b>Planned route of flight:</b>	<b>Person to contact to coordinate mission:</b>
<b>Pilots member number:</b>	<b>Pilots signature:</b>